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# PHOTOGRAPHIC INTERPRETATION REPORT



25X1C

## SIGNIFICANT DEVELOPMENTS NORTH VIETNAM

14 FEB - 1 APR 1969

NPIC/R-41/69

MAY 1969

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## SUMMARY

The effort to move supplies through the southern panhandle area of North Vietnam has continued during the period [REDACTED] and there have been significant logistics and economic developments in the northern portion of the country.

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Limited photography of coastal transshipment points and inland waterways during this period revealed a decrease in logistics activity; however, coverage of the western Demilitarized Zone (DMZ) and motorable roads to the south revealed a continued high level of activity.

Developments in the northern portion of the country included improvement of lines of communication, heavy activity in the Haiphong area, and continued deployment of the modified FAN SONG Radar. The first Farmer (MIG-19) aircraft in North Vietnam and continued improvement to major airfields were observed. At Phuc Yen Airfield, the possible assembly of new Fishbed (MIG-21) aircraft is seen in a hangar area. In addition, initial reconstruction of the Haiphong and Hanoi Petroleum Products Storage Facilities is noted.

## ACTIVITY IN THE SOUTHERN PANHANDLE OF NORTH VIETNAM

### Waterborne Traffic

Although the level of vehicle traffic on the southern roads remains high, there has been a marked decrease in the use of coastal waterborne logistics craft. This is especially true at Quang Khe and Dong Hoi, the biggest coastal transshipment areas (Figure 1). From [REDACTED] Quang Khe was the scene of very heavy transshipment activity with small logistics craft (SL), coastal freighters, and various other small craft shuttling supplies down the coast from Haiphong. Aerial reconnaissance over the Quang Khe area on [REDACTED] revealed that this activity had almost completely subsided. There were no operational coastal craft present and a decrease in stockpiled materials was noted (Figure 2). A few small river craft were observed in the area and approximately 25 medium barges were operating on the Song Giang west of Quang Khe as far as the southeast terminus of the Vinh-Dong Hoi rail segment. The Song Giang and Song Troc inland water routes to the Cu Lac and Phong Nha transshipment points, near the head of Route 137, continue to show significant activity. Route 137 continues in heavy use. A similar reduction in coastal water craft activity is observed at Dong Hoi. However, several smaller transshipment areas on the Kien Giang south of Dong Hoi remain active.

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- 1 -

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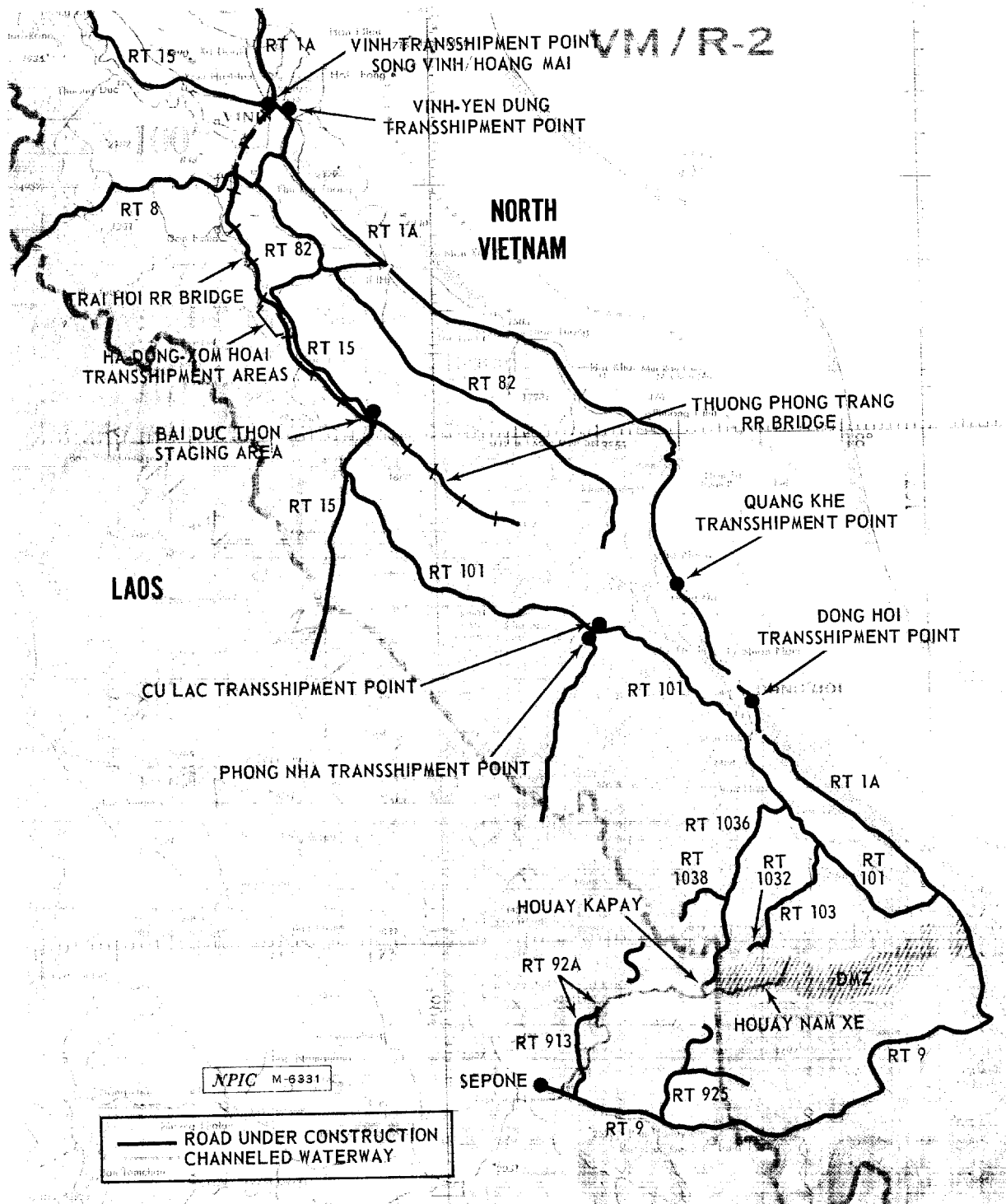


FIGURE 1. PANHANDLE AREA, NORTH VIETNAM

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Activity on the inland waterway south of Vinh has decreased. Since fewer barges are observed in logistics resupply activity on the waterways between the Vinh-Yen Dung transshipment point and the Ha Dong-Xom Hoai transshipment areas. A comparable reduction of activity at the river transfer points is also noted. One SL-1, the first seen in the Vinh area, was observed at the Yen Dung transshipment point on [REDACTED]. However, no stockpiling and only a few other smaller river craft were observed in the area. The Vinh Transshipment Point Song Vinh/Hoang Mai is more active and numerous small river craft are observed.

Inland waterways in the DMZ area have been active. The Houay Nam Xe has been channeled from a point in the western portion of the DMZ into Laos. This makes the river navigable to pirogues and permits free-floating of supplies. In Laos, a segment of the Houay Kapay (river) which connects with the Houay Nam Xe and leads into the Sepone area has also been channeled (Figure 1).

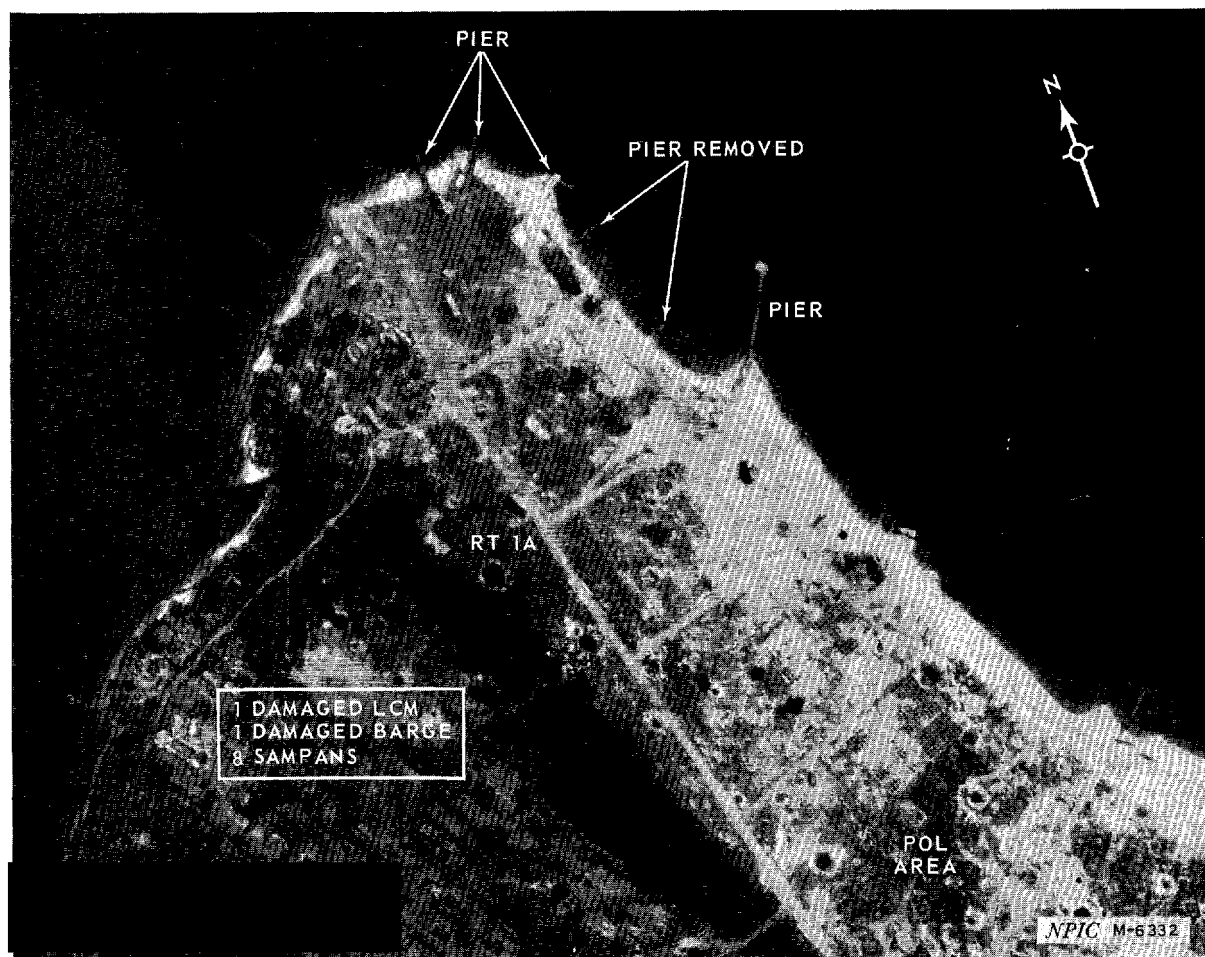


FIGURE 2. QUANG KHE TRANSSHIPMENT AREA, NORTH VIETNAM

- 3 -

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## Rail Traffic

Rail activity is continuing at a moderate rate. The line from Hanoi to Vinh remains active. Repairs and construction on the low-capacity rail line between Vinh and Dong Hoi is continuing. A rail by-pass bridge at Thuong Phong Trang south of Bai Duc Thon has been completed. This eliminates the need for the cable tramway system previously used. The completion of repairs to the Trai Hoi rail bridge, 19 nm south of Vinh, will make a total of 52 nm of this rail line operational--from the south bank of the Song La Giang, 9 nautical miles (nm) south of Vinh, to its present terminus 22 nm northwest of Quang Khe.

## Vehicle Traffic

25X1D High altitude missions during [REDACTED] show the vehicle count continuing at the  
25X1D high rate which has been observed since [REDACTED]

The Bai Duc Thon staging area remains active. A large amount of material is still being stockpiled, but is less than that observed in [REDACTED]

25X1D [REDACTED] The amount of stockpiling is apparently fluctuating with the southern flow of supplies. Route 15 from Bai Duc Thon through Mu Gia Pass continues to carry heavy traffic loads as does Route 137 from the Cu Lac/Phong Nha area through Ban Karai Pass. Route 103 is probably handling the bulk of supplies being transported through the western portion of the DMZ although Route 1036 is also relatively heavy with vehicle traffic.

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## Road Construction

25X1D Photography of [REDACTED] revealed 1.9 nm of Route 1032 under construction from its junction with Route 103 to the southwest (Figure 1). The new road construction generally follows the alignment of an existing, heavily used trail that crosses the Houay Nam Xe (river) and connects with Route 102, also presently a trail, in the DMZ.

25X1D On [REDACTED] a 5-nm segment of new, apparently motorable road was identified northeast of Sepone in Laos (Figure 1). This route, which is heavily trellised, will probably connect with Route 1038 to the north and to the south with Laos Route 9 via a segment of Route 92A which is now under construction, and Route 913, segments of which are now motorable or under construction.

Construction continues on Route 1036 at a slow pace. The terminus of construction is now in Laos and parallel with the western edge of the DMZ. Route 1036 is heavily used over its completed portion apparently for the southward movement of supplies towards the DMZ and Laos (Figure 3). Construction on the route heading north from Laos Route 925 appears to be at a standstill (Figure 1). This road may eventually connect with Route 1036 west of the DMZ.

The connection of Routes 1038, 1036, and 1032 with the road network in Laos will provide three vehicular routes into the southern Laotian Panhandle in the DMZ area.

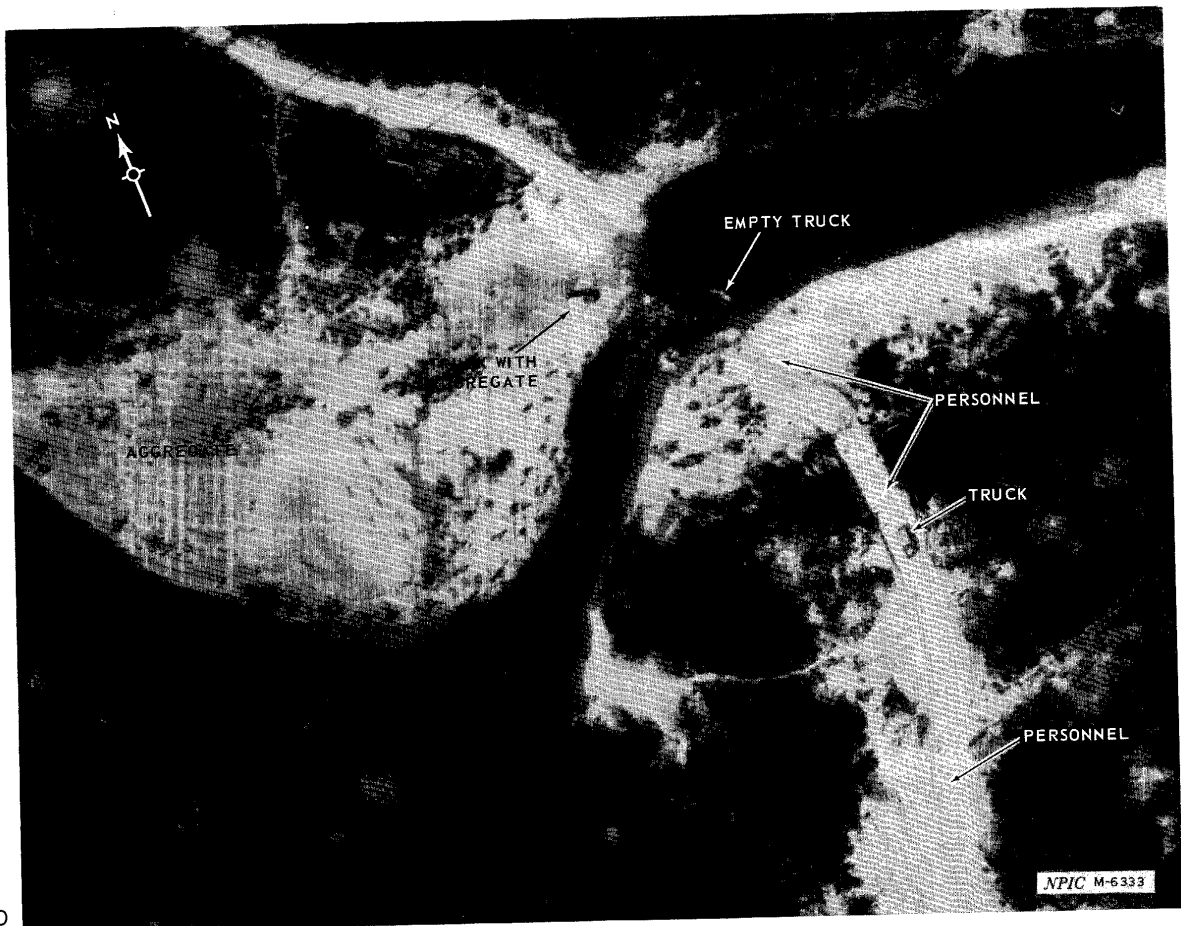


FIGURE 3. ROUTE 1036, PANHANDLE AREA, NORTH VIETNAM

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- 5 -

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NPIC/R-41/69

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## DEVELOPMENTS IN THE NORTHERN PART OF NORTH VIETNAM

### Lines of Communication

The lines of communication in northern North Vietnam continue to be further developed. Rail line developments include continued construction on the Kep-Hon Gai line and an apparent realignment of a portion of the Hanoi-Pinghsiang line in the Lang Son area. The bridge over the Song Mip, the only previously unbridged crossing on the eastern portion of the Kep-Hon Gai rail line, was completed in [REDACTED] (Figure 4). Work has also been reactivated on the western portion of the line and an additional 2-nm segment of rail has been emplaced near its junction with the Hanoi-Pinghsiang line since [REDACTED]. [REDACTED] photography revealed a probable major realignment of the Hanoi-Pinghsiang rail line in the vicinity of Lang Son. Construction is in an early stage and extends along a 5.5-nm area. It consists of earth clearing and leveling, dismantling of buildings along the right of way, and the construction of culverts along the length of the line. The realignment follows a survey line over high uneven topography, with the most active area at the crossing of Route 1A. Unusually long concrete culverts, up to 200 feet, are being used to provide drainage. This realignment will greatly facilitate rail movement through this particularly rugged terrain by eliminating many sharp curves and decreasing the grade (Figure 4).

Bridge construction and repair is continuing in the Hanoi-Haiphong area. In Haiphong construction of an elaborate cable bridge, initially identified in [REDACTED] is continuing. Eight cables and a number of supporting piers are in place (Figure 5).

### HANOI COMPLEX

Repairs to the highway portion of the Paul Doumer Railroad/Highway Bridge in Hanoi are continuing. Two steel truss sections are being prepared for emplacement as supports for highway decking on the island just off the southeast bank of the Red River, and at least 19 more truss sections were being assembled on the northeast bank on [REDACTED]. The rail portion of the bridge remains operational (Figure 6).

The most active areas in Hanoi include the rail yard and the petroleum products storage facility. [REDACTED] revealed the presence of several heavily loaded trains in the rail yard. One train contained nine flatcars carrying 14 probable 100mm field guns (Figure 7). Also, there were nine Soviet-designed Tu-Se series diesel locomotive switch engines in the yard. These are believed to be the same ones seen in Haiphong in [REDACTED] and, before that, transiting the Gulf of Tonkin as deck cargo on the Soviet freighter Berezovka. These

- 6 -

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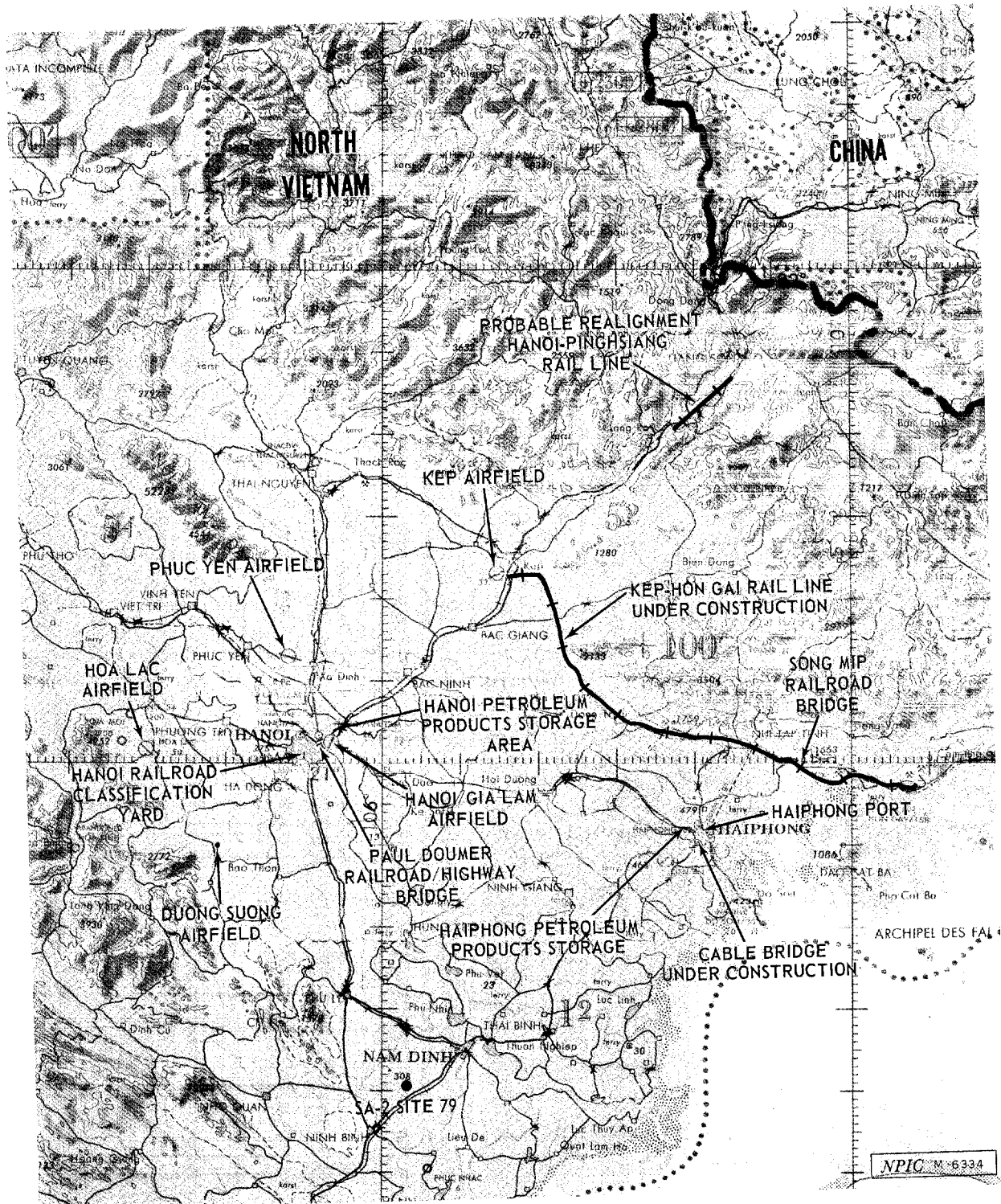


FIGURE 4. SIGNIFICANT DEVELOPMENTS IN NORTHERN NORTH VIETNAM

- 7 -

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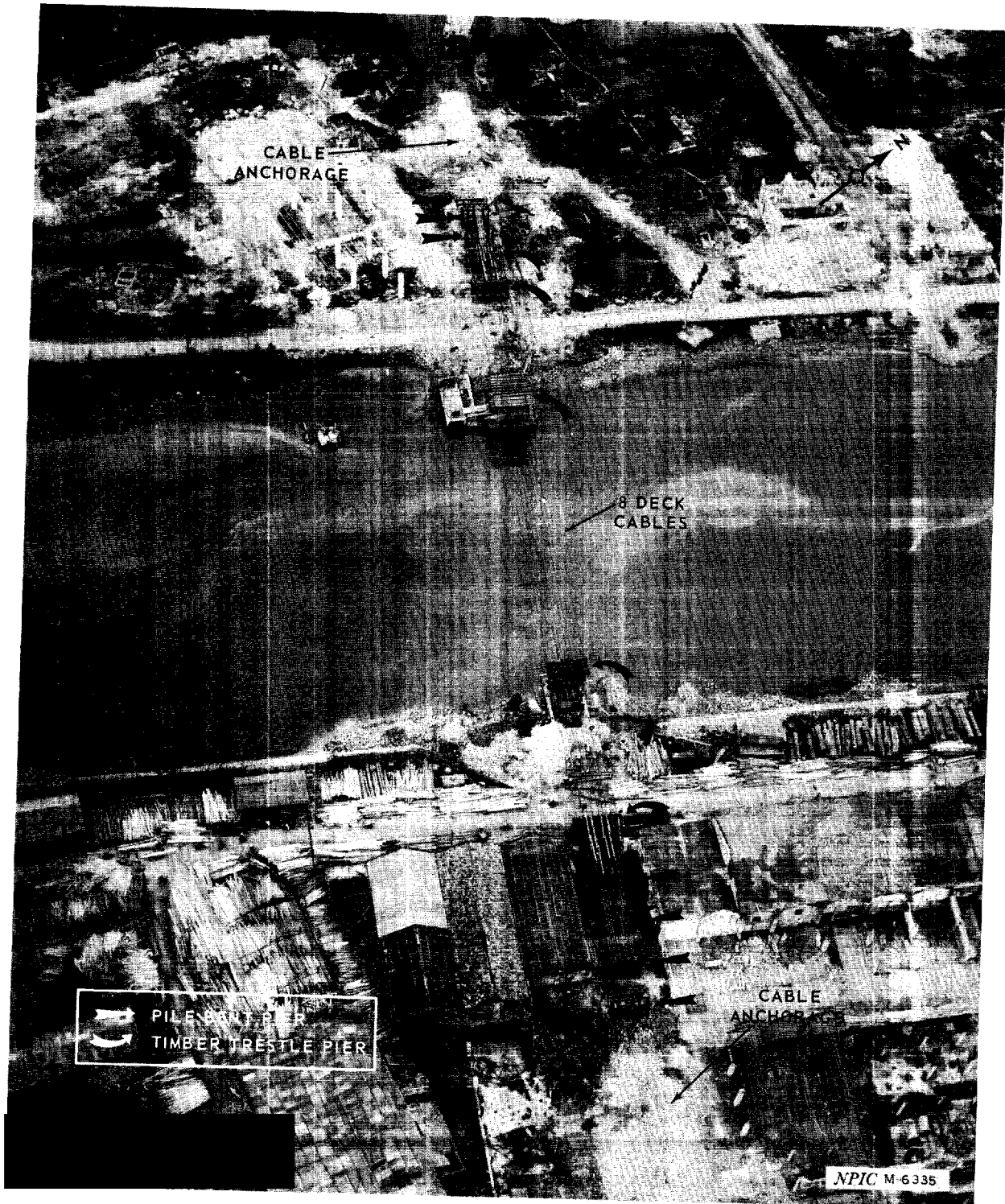
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FIGURE 5. CABLE BRIDGE, HAIPHONG

- 8 -

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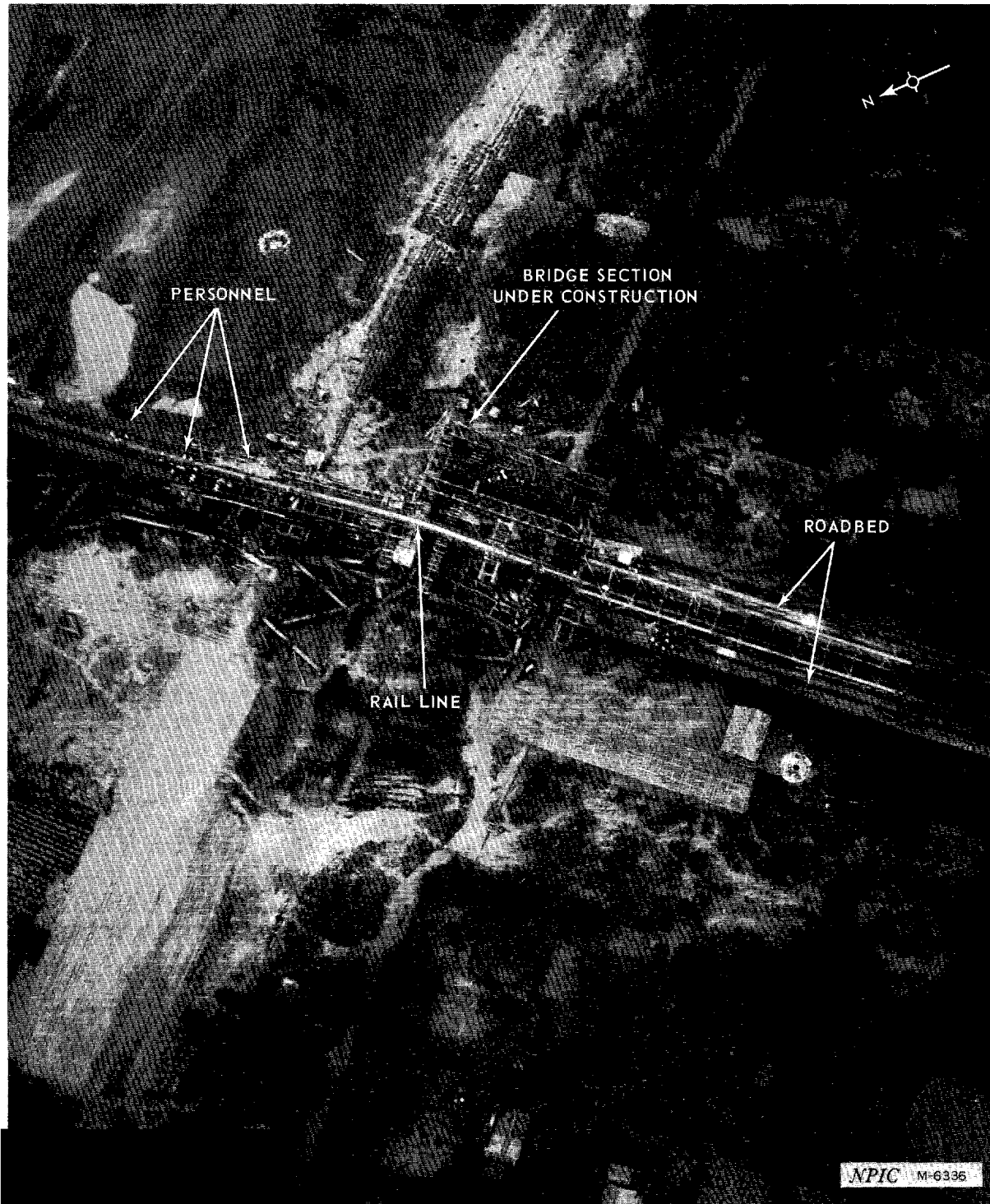
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FIGURE 6. PAUL DOUMER RAILROAD/HIGHWAY BRIDGE, HANOI, NORTH VIETNAM

- 9 -

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25X1C

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FIGURE 7. RAILROAD STATION CLASSIFICATION YARDS, HANOI, NORTH VIETNAM

- 10 -

SECRET

25X1C

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SECRET

25X1C

NPIC/R-41/69

locomotives are the same type as those operating on the Thanh Hoa-Vinh rail line. Since the heavier steam locomotives cannot transit this line, the lighter switch engines are of great help to the North Vietnamese in moving conventional trains to Vinh.

25X1D Initial reconstruction efforts at the Hanoi Petroleum Products Storage Facility were identified on [REDACTED] reconstruction had begun on 10 of the original 32 aboveground storage tanks.

### Haiphong Port

25X1D The first good and complete coverage of the Haiphong port area since the latter part of [REDACTED] was obtained in [REDACTED] and reveals a continued high level of shipping, continued construction of port facilities, and the initial reconstruction of portions of the Haiphong Petroleum Products Storage Area.

25X1D Shipping observed in port on [REDACTED] includes nine international merchant ships and seven North Vietnamese vessels (Figure 8). The infiltration vessels (SL and Wuhu types) are still positioned along a 3-nm stretch of the Cua Cam in the vicinity of the Marine Hospital Wharf, as they were on [REDACTED] Dredging is again taking place in the main channel.

25X1D The amount of crates, equipment, and other supplies remains extensive throughout the port area, with the areas containing probable sacks of rice or other foodstuffs showing the only noticeable decrease. A turnover of equipment in the larger storage parks also reflects a high level of activity. Extensive open storage of crates and pieces of equipment is observed in the Haiphong Coal Storage Facility. This is the first time this area has been used for anything other than coal. Several new open storage areas are identified on the periphery of Haiphong as well. The major road and rail bridges leaving Haiphong remain serviceable, allowing a smooth flow of supplies from the port area.

The new quay is at least partially complete and construction is continuing. Concrete has been poured on the face and at the rear along approximately one-half of the anticipated area of the quay. Two new rail lines are observed on the concrete portion of the quay and could be intended either for use by the new traveling crane, reported enroute to Haiphong, or could be connected to the rail lines which serve the wharves. Construction is continuing at barge building/assembly yards and some new yards are observed. Construction has also resumed on the command and control centers near the wharves; however, no apparent attempts are being made to rebuild or repair buildings that have been previously damaged.

Photography also reveals initial reconstruction at the Haiphong Petroleum Products Storage Facility located immediately west of the port area. Three storage tanks are being rebuilt. The walls and center posts of two tanks are being raised and

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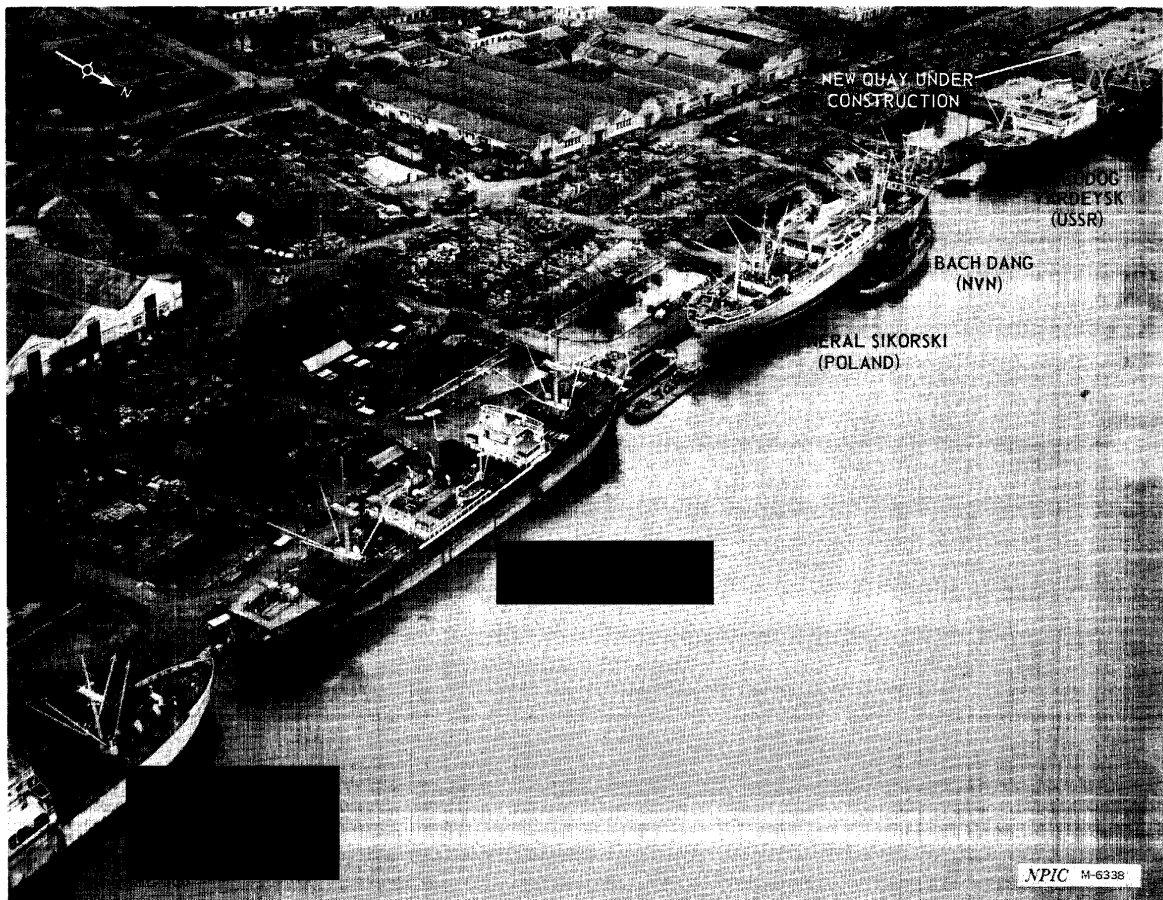


FIGURE 8. HAIPHONG PORT AREA, NORTH VIETNAM

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- 12 -

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FIGURE 9. HAIPHONG PETROLEUM PRODUCTS STORAGE FACILITY

- 13 -

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NPIC/R-41/69

preparations are being made for a third. Four additional tank bases are being cleared. Several mobile generators, utility vans, seventy 25-metric-ton storage tanks, and numerous POL drums are observed at the facility (Figure 9).

### Airfields

25X1D The North Vietnamese are improving their airfields and increasing the air order of battle (Figure 4). Photography of [REDACTED] revealed three FARMER (MIG-19) aircraft at Kep Airfield, the first time this aircraft has been seen in North Vietnam (Figure 10). In addition, there were developments at four other major airfields.

New type probable FISHBED (MIG-21) shipping crates and the possible assembly of new FISHBED aircraft were observed at Phuc Yen Airfield on [REDACTED] (Figure 11). This type of shipping crate was first observed in [REDACTED] and was followed by an apparent increase in the number of FISHBED in North Vietnam. 25X1D 25X1D

25X1D At Hanoi/Gia Lam, widening of the main runway and continued construction of the overrun or extension were observed in [REDACTED] Resurfacing of the main runway at Hoa Lac with pierced steel planking had already been completed when initially observed on [REDACTED] Resurfacing of the taxiway at Hoa Lac continues. Other activity of note was at the new airfield under construction at Duong Suong. The single natural surface runway is possibly serviceable as of [REDACTED] if no other surface is to be added. 25X1D

### FAN SONG Radar

25X1D As of the end of [REDACTED] there have been 36 sightings of modified FAN SONG radars in North Vietnam. The deployment has remained fairly constant, with the majority of sightings being in the Hanoi-Haiphong area. The three exceptions were a probable modified FAN SONG in the Yen Bai area, a possible radar located in the Thanh Hoa area, and a confirmed modified FAN SONG radar located at SA-2 Site 79, 36.4 nm north-northeast of Thanh Hoa (Figure 4). The type of equipment located in the box-like structure on the horizontal trough and its function remain undetermined (Figure 12).

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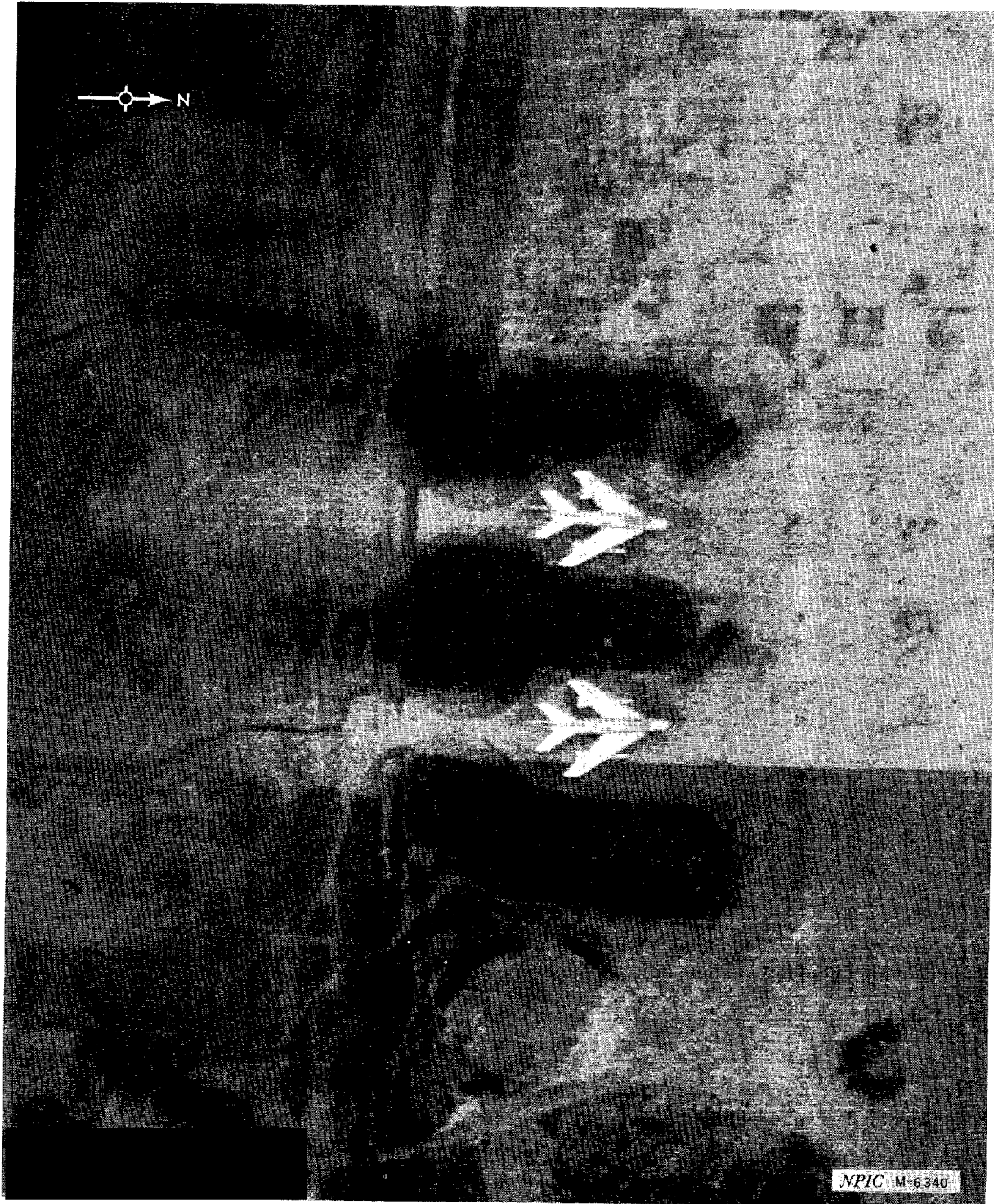


FIGURE 10. FARMER AIRCRAFT (MIG-19), KEP AIRFIELD, NORTH VIETNAM

- 15 -

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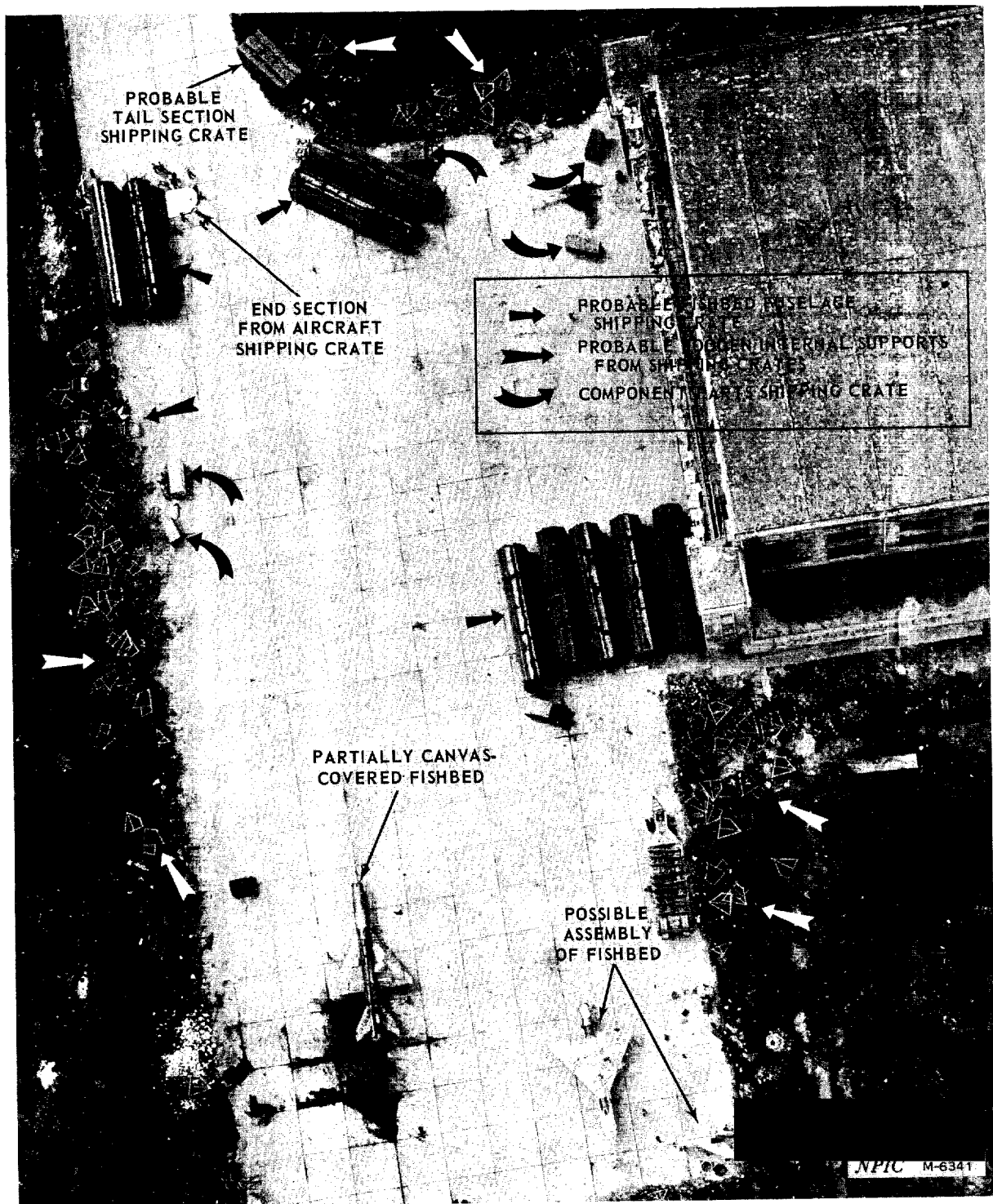
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FIGURE 11. POSSIBLE FISHBED ASSEMBLY, PHUC YEN AIRFIELD

- 16 -

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FIGURE 12. MODIFIED FAN SONG RADAR, NORTH VIETNAM

- 17 -

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#### REFERENCES

THIS REPORT COVERS THE [REDACTED]  
[REDACTED] APPROXIMATELY 120 AIRCRAFT MISSIONS WERE FLOWN OVER THE AREAS  
DESCRIBED DURING THIS TIME PERIOD.

#### MAPS

ACIC CHART, SERIES ONC, SHEET J-11, SCALE 1:1,000,000

- 18 -

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